



ROUTE 40 CORRIDOR 20 - YEAR TRANSPORTATION PLAN

20-Year Plan Overview

- In June 2000, a 20-Year Transportation Plan for the Route 40 Corridor was adopted by a Steering Committee made up of area residents, civic leaders, business people and elected officials.
- The projects presented tonight represent elements of that plan that were recommended for early implementation to address existing transportation concerns.



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Components Of the Plan

- Build "triggered projects" only as conditions dictate.
- Enhance travel alternatives to the automobile, including biking, walking and transit.
- Address immediate congestion and safety concerns.
- Complete concept design in Phase I.
- Preserve right of way for future transportation projects.
- Encourage ongoing citizen participation through workshops, outreach, and the Corridor
- Monitoring Committee (CMC).



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Reybold Road

- Based on technical study and a meeting with area residents, the following issues need to be addressed:
 - Narrow roadway with no shoulders
 - Accident history at curves
 - Speeding in central section
 - Difficulty turning onto SR 72
 - No accommodations for pedestrians or bicyclists, especially children
 - Poor traction/bottoming out due to grades at railroad and SR 72



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Reybold Road (continued)

- The following design components are proposed:
 - Minor widening (one to two feet on each side)
 - Four-foot-wide grass shoulders for safety while maintaining rural character of roadway
 - Ten-foot-wide bicycle/pedestrian path on one side (which side to be determined) connecting proposed parkland on the west with the proposed Newtown Trail on the east
 - Addition of a left-turn lane at each end of the road
 - Reconfiguration of turn lanes and drainage at Gray Boulevard and Cedar Farms Drive
- The project is currently funded for fiscal year 2004, so construction could tentatively start in late 2003 or early 2004.



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Reybold Road (continued)

- To further slow speeds on Reybold Road, roundabouts may be considered at Gray Acres and Timberlane. Roundabouts have several potential advantages:
 - They require through traffic to slow down
 - They are typically safer than stop-controlled intersections
 - For the anticipated volumes on Reybold Road, they may be more efficient than stop-controlled intersections
 - They can provide an attractive community gateway